



2018 Monterey County Active Transportation Plan

5.5 Greenfield

The City of Greenfield is a small town in the Salinas Valley with 17,886 people, as reported by the California Department of Finance 2017 data. Greenfield is a young and minority-majority city. The median age in Greenfield is 25.6, which is much younger than the median age of 33 countywide. Approximately 25.1% of Greenfield' population is younger than 18 years old¹. Approximately 90.2% of Greenfield' population is Latino.

Disadvantaged Communities

Active transportation investments are particularly crucial for disadvantaged communities, as these tend to have higher walking and bicycling mode shares. Approximately 7,000 Greenfield residents that live on the east side of US 101 are in a disadvantaged neighborhood scoring in the 78.9 percentile of communities statewide where 60% of households live in poverty, 3.5% of households do not have access to a car, and 58% have no high school education². Additionally, these residents have a high housing burden ranking in the 61st percentile statewide, which indicates that Greenfield households with lower incomes spend a larger proportion of their income on housing and suffer from housing-induced poverty.³

¹ Census American Community Survey 2012-2016 Commuting Characteristics Estimates, Table S0101

² California Health Disadvantage Index: <http://phasocal.org/ca-hdi/>

³ CalEnviroScreen 3.0: <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>

Safety Profile

In the City of Greenfield, from 2010 to 2016, bicycle and pedestrian collisions made up a significant number of all collisions. Of the 101 collisions in Greenfield between 2010 and 2016 there were 37 collisions that involved bicyclists and pedestrians. Meaning that bicyclists and pedestrians accounted for 36.6% or nearly 1 out of every 5 collisions. This is alarming given the fact that bicycling and walking mode shares in Gonzales are approximately 1.5% and 0% respectively⁴.



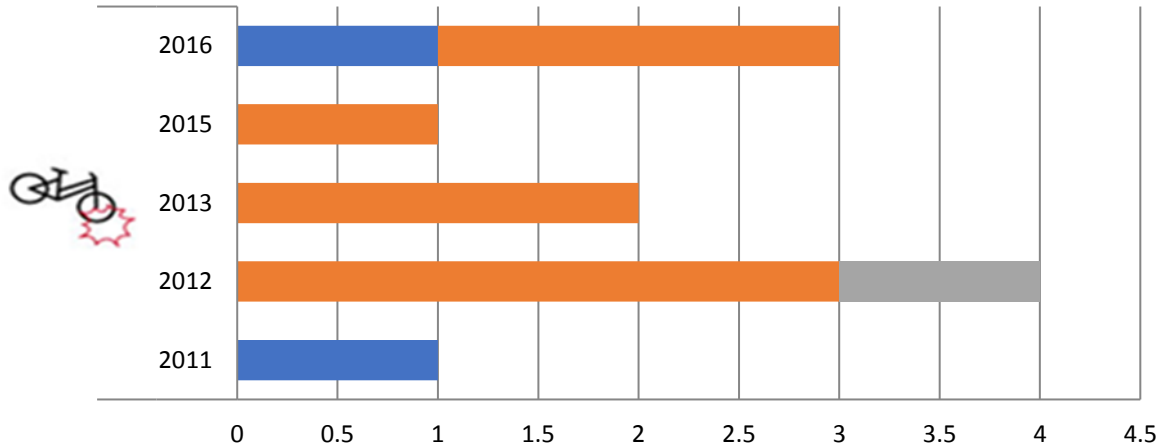
The following charts and maps provide a detailed statistical profile of bike and pedestrian based on data from the UC Berkeley Traffic Injury Mapping System. Blank values in the charts represent zeros for those categories and years. A chart showing non-pedestrian and non-bicycle collisions is also presented to provide context for the analysis during this time.

⁴ Census American Community Survey 2012-2016 Commuting Characteristics Estimates, Table S0801



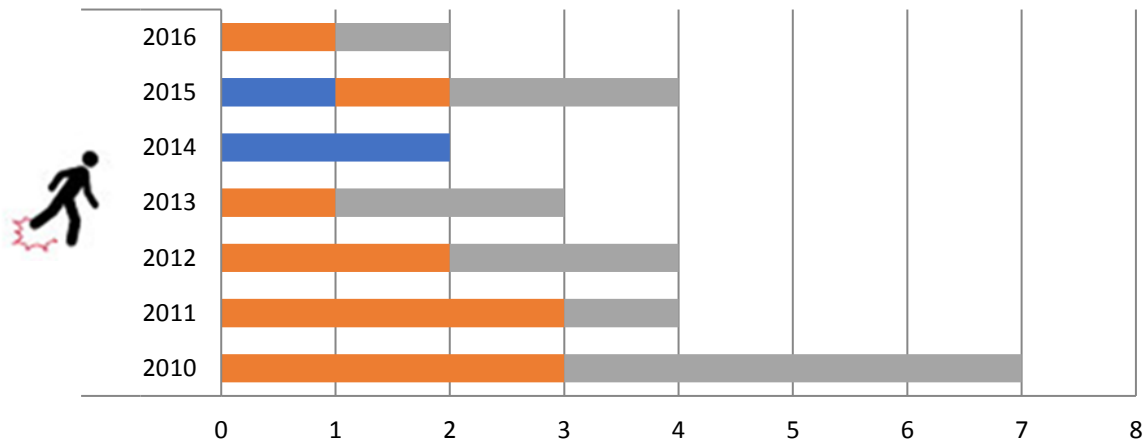
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Bicycle Collisions by Injury Severity: 2010 - 2016



	Y				
	2011	2012	2013	2015	2016
■ 2-Severe Injury	1				1
■ 3-Complaint of Pain		3	2	1	2
■ 4-Other Visible Injury		1			

Pedestrian Collisions by Injury Severity: 2010 - 2016

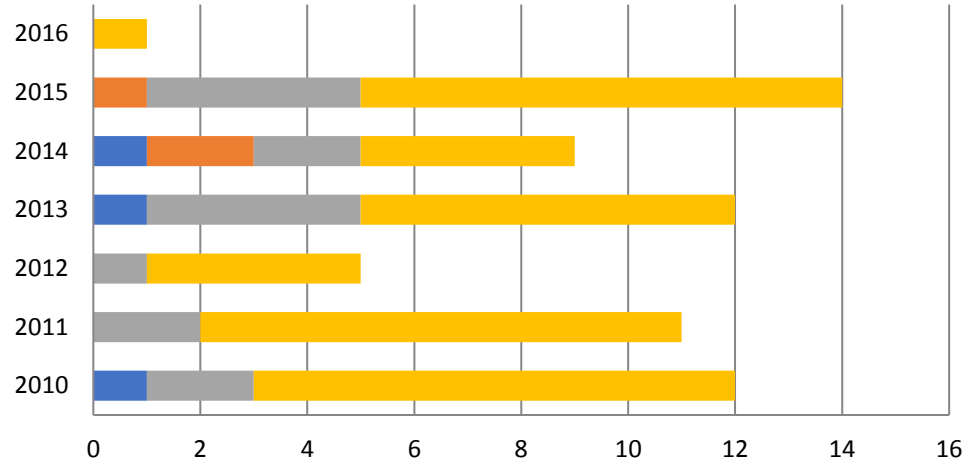


	Y						
	2010	2011	2012	2013	2014	2015	2016
■ 2-Severe Injury					2	1	
■ 3-Other Visible Injury	3	3	2	1		1	1
■ 4-Complaint of Pain	4	1	2	2		2	1

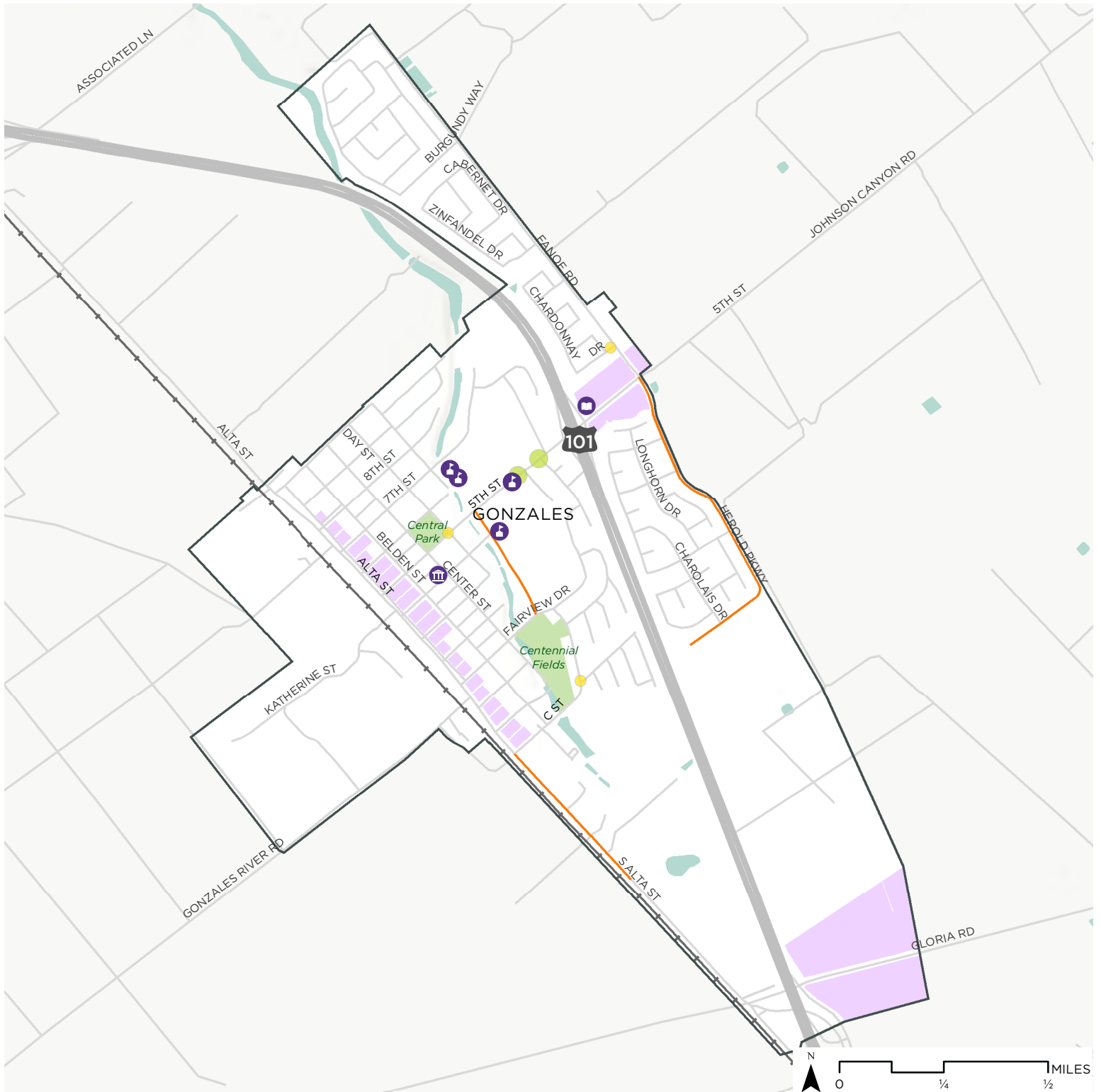


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Vehicle Collisions by Injury Severity: 2010 - 2016



	2010	2011	2012	2013	2014	2015	2016
■ 1- Fatality	1			1	1		
■ 2-Severe Injury					2	1	
■ 3-Other Visible Injury	2	2	1	4	2	4	
■ 4-Complaint of Pain Injury	9	9	4	7	4	9	1



Gonzales

Monterey County Active Transportation Plan

Existing Bikeways
 — Class II Bike Lane

- Points of Interest**
- K-12 School
 - City Hall
 - Public Library

- Land Use**
- Park/Open Space
 - Commercial Area
 - City Boundary

Bicycle Collisions

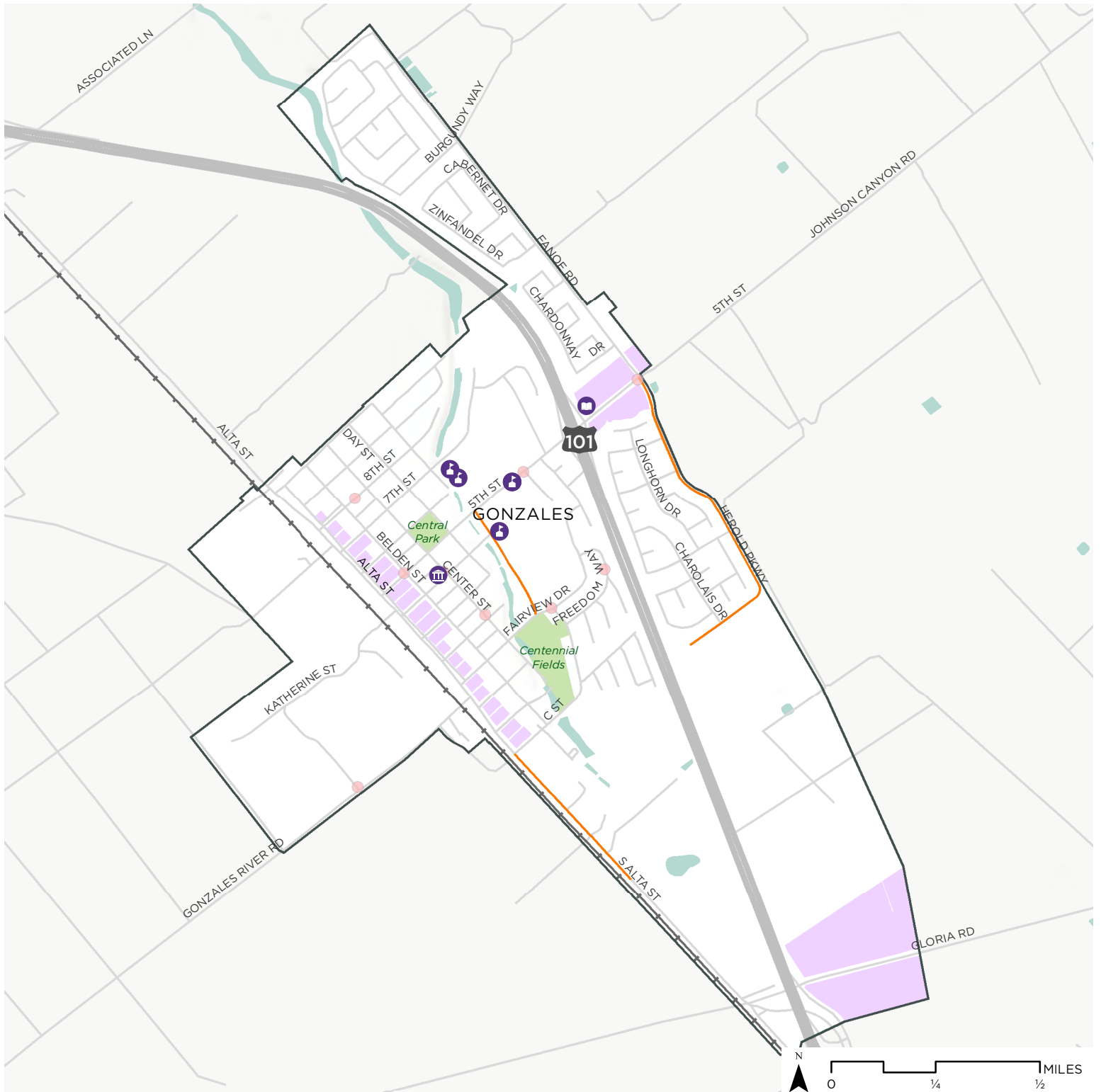
- 1
- 2



Data provided by Monterey County TAMC, UC Berkeley TIMS 2010-2016. Terrain data by ESRI, NOAA.

Map produced October 2017 by Alta Planning + Design.





Gonzales

Monterey County Active Transportation Plan

Existing Bikeways
 — Class II Bike Lane

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Pedestrian Collisions

1



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2018 Monterey County Active Transportation Plan

Plans, Programs & Policies

This Active Transportation Plan builds on the goals, policies, objectives and programs of other Greenfield plans. The bicycle and pedestrian improvements identified in the City’s plans are included in this Active Transportation Plan.

Greenfield General Plan

Greenfield adopted its most current General Plan in 2005. Circulation goals and policies that support the projects in this Plan include:


- Goal 3.1: Provide a safe, efficient, and balanced transportation system that accommodates the circulation of vehicles, bicycles, and pedestrians.
- Goal 3.3: Promote walking and bicycling for recreation and transportation by residents and visitors to Greenfield.
 - Policy 3.3.1 Provide maximum opportunities for bicycle and pedestrian circulation on existing and new roadway facilities.
 - Policy 3.3.2 Incorporate convenient bicycle and pedestrian access and facilities in new public and private development projects where appropriate.
 - Policy 3.3.3 Create a bicycle and pedestrian system that

provides connections throughout Greenfield and within the region designed to serve both recreational and commuter users.

- Goal 3.5 Monitor, improve, and enhance traffic and pedestrian safety by reducing the risk of vehicle conflicts with pedestrians and other vehicles.

Public Comments

In addition to including projects identified in other Greenfield plans, the improvements included in the Active Transportation Plan draw from this Plan’s extensive public outreach campaign. The following table describes the comments received from the TAMC Bicycle and Pedestrian Committee, the TAMC Technical Advisory Committee and through public participation via the online Wikimapping tool.

	Pedestrian Improvements
	<ul style="list-style-type: none"> • Need for pedestrian lighting • Better bike and pedestrian access to Patriot Park • Sidewalk gaps along Oak Ave
	Bicycling Improvements
	<ul style="list-style-type: none"> • Bike lanes on: <ul style="list-style-type: none"> ○ Walnut Ave ○ Oak Ave ○ Elm Ave



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Proposed Projects

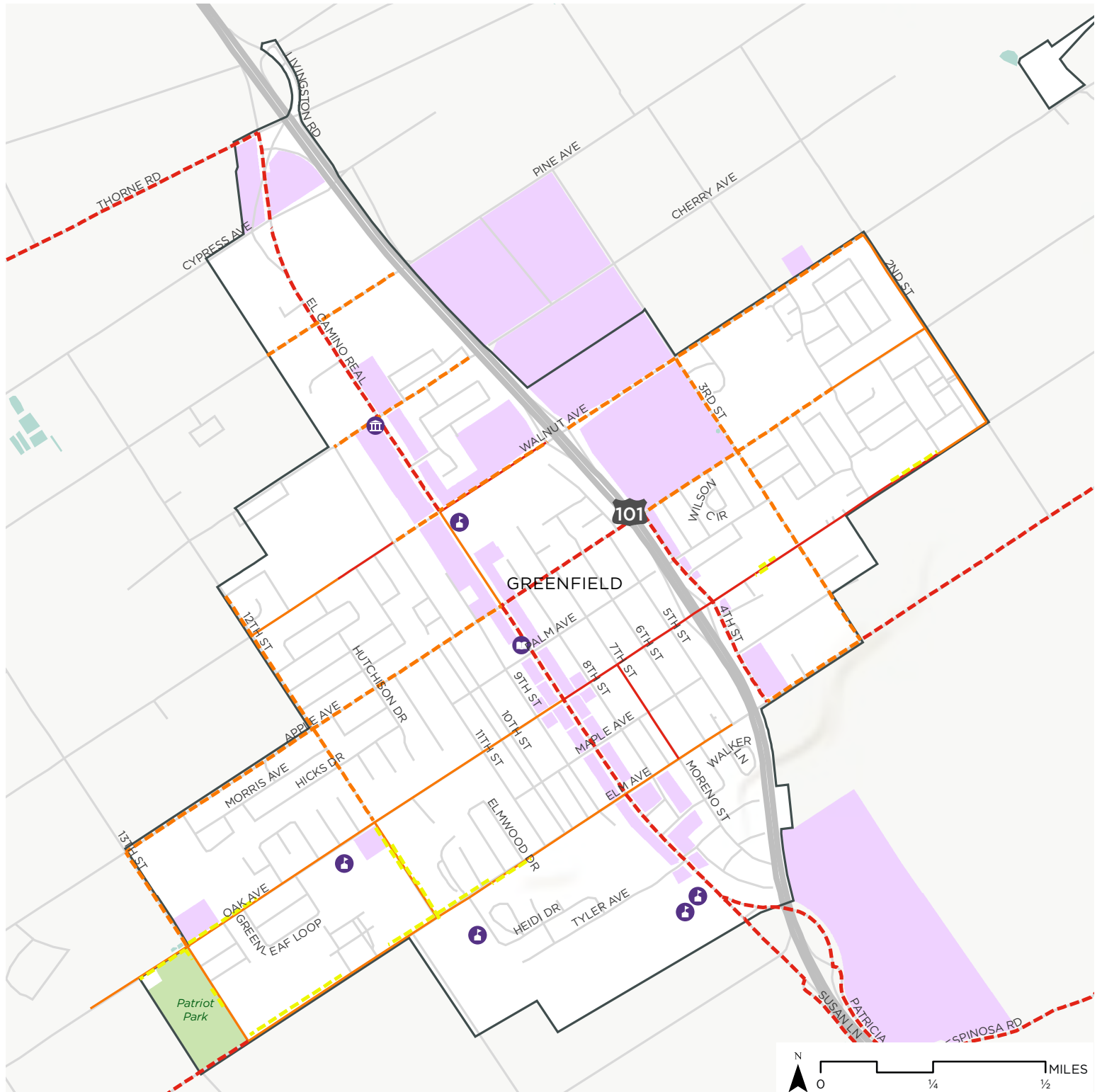
The following table represents recommended active transportation projects. The projects are ranked based on their priority within the City of Greenfield. Pedestrian improvements are unranked.

Bicycle Infrastructure Improvements

Rank	ATP ID#	Name	Location		Type	Length (miles)	Cost Estimate
1	GR-1	El Camino Real	Thorne Rd	Walnut Ave	bike route	0.93	\$11,288
2	GR-2	El Camino Real	Apple Ave	Hwy 101 Ramp	bike route	0.89	\$10,775
3	GR-9	Elm Ave	4th St	3rd St	bike lane	0.25	\$13,044
3	GR-10	3rd St	Walnut Ave	Elm Ave	bike lane	0.75	\$39,345
4	GR-14	12th St	Elm Ave	550' N of Walnut Ave	bike lane	0.86	\$44,822
5	GR-6	Walnut Ave	10th St	El Camino Real	bike lane	0.13	\$6,575
6	GR-13	Apple Ave	Thorp Ave	4th St	bike lane	0.51	\$26,488
7	GR-11	Apple Ave	El Camino Real	end of Apple	bike route	0.33	\$3,984
8	GR-3	Walnut Ave	Hwy 101	2nd St	bike lane	0.79	\$41,236
9	GR-4	4th St	Elm Ave	Apple Ave	bike route	0.50	\$6,109
10	GR-5	Pine Ave	690' W of El Camino Real	end of Pine Ave	bike lane	0.34	\$17,613
11	GR-8	Apple Ave	13th St	El Camino Real	bike lane	1.00	\$52,399
12	GR-7	13th St	Oak Ave	Apple Ave	bike lane	0.25	\$13,144

Pedestrian Infrastructure Improvements

Location		Type	Length	Cost Estimate
Alves Ln	655 feet west	sidewalk	655	\$457,147.82
3rd St	230 feet west	sidewalk	230	\$160,525.19
4th St	192 feet east	sidewalk	192	\$134,003.64



Greenfield

Monterey County Active Transportation Plan

- Existing Bikeways**
- Class II Bike Lane
 - Class III Bike Route

- Proposed Pedestrian Improvements**
- Sidewalk

- Proposed Bikeway Improvements**
- Class II Bike Lane
 - Class III Bike Route

- Points of Interest**
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